# FAA SCANNER

REGION TWO

FILE

August 1961

REGIONAL MANAGER VISITS NEW MEXICO - "LAND OF ENCHANTMENT"

...see page 17

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FAA REGION TWO

S C A N N E R

Volume 4 Issue 6

AUGUST 1961

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The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

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Aviation Medicine.....Martha Creed
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Aviation Facilities Service.....Bessie Koepp
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The very heart.....the hard core of any organization is the group of loyal men and women who, every day, form the character and set the course of the organization.

There are a number of things which make for success in an organization.

Obviously, money is required. An organization, to carry out its proper functions, must be adequately and wisely financed so that, with prudent management, basic goals can be achieved within budgeted costs and with economy.

Machines and equipment are certainly needed. Without proper "hardware", the tools, a good technician is at a definite disadvantage. Consequently, to discharge our responsibilities, we must devote much attention toward our programs involving tools and equipment.

However, all the money, tools and equipment have next to no value unless there is a group of intelligent, loyal, energetic and thoughtful employees to give these inanimate objects real meaning.

It is my firm conviction that we have just such a group in both the Southern and Southwest Regions of the FAA. At this particular time of the year this becomes even more evident to me.

During the next few weeks 803 of our FAA men and women will be awarded pins to indicate their length of service or will be presented awards for sustained superior service or special acts.

Specifically:

| | |
|---|---|
| 12 | will receive Thirty-five Year Service Awards |
| 35 | will receive Thirty Year Service Awards |
| 61 | will receive Twenty-five Year Service Awards |
| 221 | will receive Twenty Year Service Awards |
| 225 | will receive Fifteen Year Service Awards |
| 214 | to be presented Sustained Superior Performance Awards |
| 5 | to receive Special Act or Service Awards |
| 803 | Total awards in Southern and Southwest Regions |

To all of these outstanding men and women may I offer my personal congratulations and, on behalf of the Administrator, the best wishes of the entire Agency.

Archie W. League

Archie W. League, SW-1

This mobile unit serves the Southern and Southwest Regions with its equipment and materials necessary for instruction of FAA field personnel and designated airport personnel in radiological monitoring training. Arrangements are being completed with the designated airline disaster control officers for inclusion of airline personnel into an extensive radiological training effort. Like FAA, the trainees will represent aircraft, maintenance, communications, and facilities.

Pictured is Elmer Addington, Regional Emergency Readiness Officer, Tom Lander, FAA Facilities instructor, and Pete Carpenter, Civil Aviation Defense Planning Officer. These men constantly advise the FAA and airline industry on policies, planning, and required instruction to keep the role of preparedness and survival built into our everyday role of living. Today, more than ever before and by Presidential proclamation, we must face the future realistically and in doing so PREPARE.

## OUTSTANDING PERFORMANCE DURING EMERGENCY CONDITIONS

In the FAA facilities of the Miami International Airport Terminal Building on June 12, 1961, Leland H. Hayden, Chief of Aviation Facilities Service for Southwest Region and Paul H. Boatman, Former Chief of ATS, made presentations for "outstanding performance during emergency conditions", to 18 electronic maintenance people and 15 FAA Control Tower personnel. Each of the 33 personnel received a certificate of commendation from Southwest Regional Manager Archie W. League and shared in a $500 cash award.

Briefly, the story is as follows: On November 21, 1960, at 8:00 A.M., the Miami, Florida, Air Traffic Control Tower was immobilized and evacuated as the result of a fire located on the third floor of the Terminal Building.

Large cable conduits extending from the fire area acted like a chimney shaft funneling toxic smoke, soot, and heat to the FAA quarters located several floors above. The denseness and toxic quality of the smoke necessitated abandonment of the facility; however, in order to keep air traffic moving at this high density location, electronic maintenance personnel established two emergency operating positions.

By 3:30 P.M., electronic engineers and technicians certified that the voice/control, receiving and local standby transmitting equipment associated with the control cab were usable, and operation was resumed.

The monumental task of the effective restoration of this complex facility in such a short period of time could not have been accomplished without the ingenuity, resourcefulness, willingness, cooperation, and technical knowledge so outstandingly demonstrated by the group of Miami Aviation Facilities Service, Maintenance Branch personnel who participated, and the ATS personnel.

Preventing the closing of the Miami International Airport to air traffic and maintaining air carrier passenger and training schedules by the establishment of emergency communication facilities are prime examples of positive thinking and the understanding and appreciation of job responsibility.

The following personnel shared in the awards and performed so capably during emergency conditions. From the Miami Tower: Thomas M. Balk, Earl L. Beil, Carroll D. Bright, Alfred P. Cannon, William E. Dee, Carlton N. Hamilton, Donald H. Hanney, Martin E. Hansen, Alfred H. Jones, Gilbert R. Kaufman, William H. Pascoe, Robert L. Sampson, Kenneth I. Schwinger, Lloyd P. Smith, and Robert E. Wessling.

From the Miami SMS office: J. B. Athey, Calvin S. Bryant, Moe Buller, Paul J. Faur, Aurelio Firpi, Glenn T. Greenamyer, Jr., Edward W. Griffith, William L. Hyland, Lewis C. Kidd, E. A. Molinary, Jesus Molinary, Eugene B. Moore, Bobby B. Morris, James W. O'Neill, Leonard Rutland, Jack Savidusky, Robert W. Tucker, R. H. Watson, Jr.

* * * * * * * * *

On the evening of July 12, friends of J. Howard "Doc" DeCelles gathered at the Ft. Worth Elks Club from all points of the nation to help him celebrate his retirement from FAA after 25 years of government service.

He served with the U.S. Navy in World War I. He overcame tuberculosis following his tour in the Navy to become a pilot in 1924. His first aviation job was with the Alexander Aircraft Company, manufacturers of the famous "Eaglerock." It was here that he acquired his nickname "Doc." He gave a frank opinion to his boss, Mr. Alexander, of his crudeness in handling his pet dog while attempting to administer medication for sore ears, whereupon Mr. Alexander invited DeCelles to take over the job. He accepted the invitation and, having a way with dogs, accomplished the task with little ado. After a series of treatments he cured the dog of his sore ears. Mrs. Alexander was overheard by factory workers expressing her gratitude for the cure effected by the "dear Doctor DeCelles." He left Alexander Aircraft to work for the aircraft division of the Ford Motor Company.

On December 28, 1928, while he was chief pilot for the Garland Aircraft Co., Tulsa, Okla., he established a world's endurance record in an OX-5 powered Curtis Robin.

He went to Mexico the following year to survey an airmail concession operated throughout Mexico. He also helped establish a flying school for advanced training of Mexican military pilots. His Mexican experience was followed by 7 years as test pilot for the Spartan Aircraft Co. at Tulsa, Okla., where he tested and sold the Spartan Executive Aircraft, one of the outstanding business aircraft in the thirties. He joined the CAA in 1938 as one of the first Patrol Pilots. One of the highlights of his FAA career was a secret assignment in 1943 to survey a route through artic regions to Europe for use by fighter type aircraft. This survey was made in coldest time of the year in a Cessna UC-78.

Standard altimeter settings now in use under certain conditions were the basis for Doc's patented invention in 1949 of the "DeCelles Altimeter," an accurate system for maintaining clearance from terrain and other aircraft.

Doc was Chief of the FAA Flight Inspection Branch for 15 years, 7 of which was in Fort Worth.

To assist "Doc" in spending his leisure time following retirement, his many friends presented him with an assortment of golfing equipment including a booklet entitled "How to Hit a Golf Ball." "Doc" says to his many friends that he is available for a game anytime.

He will certainly be missed around the office and all of his friends wish him the very best.

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## ONE MAIL DELIVERY

Judi Boaz, Secretary to H.H. Slaughter, Engineering and Manufacturing Branch, matches her height against the data and correspondence received before she routes it to the various engineers who "match their wits" with the aviation industry.

We can't say this happens every day, but often enough that Mr. Slaughter has said, "We ought to take a picture of all this mail." This time, we did.

An old cliche in aviation is "when the weight of the paperwork equals the weight of the airplane it's ready to fly." This may be the beginning of another cliche - "When the height of the stack of mail equals the height of the Secretary, the Engineers' day's work can begin."

JAMES O. COWARD - JAX FSS

A cook-out get-together honoring James O. Coward's retirement from the FAA was held July 22, 1961, in Jacksonville, Florida. His many friends and co-workers presented him with a standard and marine broadcast radio as a parting gift. The outing, a combination chicken and fish fry, was appropriate indeed when one considers that two of Jimmy's many hobbies include raising chickens and fishing.

His retirement brings to a close a long, devoted career dedicated to aeronautical communications with the FAA. During his 33 years of service, Mr. Coward has noted many and varied changes in his duties. From CW code at 30 wpm to teletypewriter at 50, 60, 75, 100 and now an astounding 857 wpm, Jimmy's FAA communications career comes to a close. This latest equipment is being installed at the Flight Service Station, Jacksonville, Fla., and tells the story of progress during Jimmy's span of FAA years - 30 to 857.

We of the FAA, with his many friends in Jacksonville and elsewhere, wish him God-speed and success. May all his catches be "big" ones and all future years healthy and happy ones.

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NEWS FROM SOUTHERN REGION.....

June was a very "mixed-emotions"month for us in the Regional Office of ATS (especially we who will remain in the Southwest Region...wonder which ones this will include.....) because we learned our "Boss", Mr. Boatman, had received a big promotion and would soon be heading for Atlanta. While we here hate very much losing you, "Boss", we know our loss will be the Southern Region's gain. Of course, we hope there will be plenty of inter-region liaison and invitations extended for us to visit often. BEST OF LUCK, "Mr. B."...

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WELCOME, "NEW MEXICO".....

On July 1, New Mexico joined this region and we want to officially welcome them. It was with the thought in mind of getting better acquainted that on June 26-30, Jimmy Parker, Carl Schanche, and Don McHam, and later Paul Robinson, left to visit all of the facilities in New Mexico with the exception of Otto and Zuni. These locations were not visited because runway lengths, etc., could not accomodate multi-engine airplanes. They stated they liked what they saw in the way of personnel, active facilities, generally adequate and clean quarters. Discussions were held with the people they found on duty at each facility, together with the chiefs in most cases. It appears that we have some mighty fine FAA personnel in New Mexico to join with those of the rest of the region. GLAD TO HAVE YOU ALL ABOARD.....

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## EMPLOYEE HEALTH PROGRAM

The questionnaires which were sent out and dutifully answered & returned by many of the F.A.A. employees have afforded insight into the wishes, desires and opinions of many of you. We wish to thank each of you for your cooperation and frank opinions.

As the Employee Health Program progresses, we hope that many of you will take advantage of the medical opportunities which are given.

## A MESSAGE FROM THE NURSE

Zona Hazle

This is the time of year for fishing, picnics, and chiggers. To reduce the itching and pain caused by these unwelcome visitors- Campho-Pheneque is a handy remedy.

The wasp population here on the Reservation seems to be increasing rather rapidly. If per chance you are a victim to one of these flying menaces, a paste made of baking soda and an ice cap applied to the area will reduce the discomfort.

## SPLASH-SPLASH

Swimming is one of the best summer sports because it does not overheat the body. However, swimming--or even going bathing--can be harmful or dangerous if you stay in the water long enough to get tired or chilly. Do not go in swimming for at least an hour after eating a meal- give your food time to digest. If an emergency should arise - think calmly and DON"T PANIC.

## HARRY L. GIBBONS, M.D.

Assistant Regional Flight Surgeon

Dr. Gibbons entered on duty as the Assistant Regional Flight Surgeon on July 7, 1961. Dr. Gibbons is a native of Logan, Utah and received his pre-medical training at Utah State University at Logan and his medical training at University of Utah, Salt Lake City. He did rotating internship at William Beaumont Army General Hospital, El Paso, Texas and spent two years as Flight Surgeon at Simmons Army Airfield, Ft. Bragg, N.C.. Prior to his medical work, Dr. Gibbons served $2\frac{1}{2}$ years in Germany as a missionary for the LDS (Mormon) Church. Post-graduate work consists of School of Aviation Medicine, Brooks AFB, Texas; Army School of Aviation Medicine, Ft. Rucker, Ala., and Aviation Crash Injury Research, Phoenix, Arizona.

Dr. Gibbons, 31, is a licensed pilot. He and his wife who is an R.N. will soon be established in Ft. Worth with the master of the household, 2-year old, Scott.

## MEDICAL SEMINARS

Two medical seminars have been scheduled for the month of August.

Houston, Texas - August 15-18 to include the Southwest part of Texas; and,

Oklahoma City, Okla. - August 22-25 to include Dallas, Texas, Arkansas and Oklahoma.

The seminars have given each AME in attendance an in-sight as to the F.A.A. requirements for medical examinations as current regulations and problems are discussed.

TOOL SET 14 CHECKED IN

Tool Set Number 14, formerly issued to Mr. William T. Hall, has been checked in. On July 11, Mr. Hall, affectionately known to all as "Pappy", retired from the FAA.

If inanimate objects could speak, what a story these well-worn, but still serviceable, tools could tell! They could relate stories of long hours of use in the hot sun of summer and the bitter cold of winter, the dryness of arid places, and the drenching downpours of coastal areas. They would speak of thousands of miles that they had traveled throughout the Region from one assignment to another under the custody of a man who was proud of them and who knew how to use them. They could attest to the neat workmanship turned out under the skilled hands of their owner and to his urge to make each installation just a little bit better than the preceding one. They would have much to say regarding the patience and sharp wit exhibited by Pappy when things were not going too well.

But somehow, magically, the obstacles disappeared and the way smoothed when Pappy stuffed the end of a cigar in his pipe, lit it with gay imperturbability, and faced the

situation clearly and squarely.

We owe a lot to Pappy, and he will be missed by all those who knew him and worked with him.

This Region has several large facilities, now in operation, which were brought into existence under his supervision. They stand as monuments to his ability, resourcefulness, and integrity.

In his "farewell" speech before a group of friends on July 11, Pappy spoke of the sun setting on his career with the FAA and the shadows of the past which lengthened behind him. We just want to add to this that the sunset can be the rosiest time of a long day and that the lengthening shadows can be filled with pleasant memories and the laughter and faces of old friends, so that the sunset and shadows are no longer lonely places, but happy memories.

So, to you, Pappy and Mamma Hall, our wishes are for a long, happy retirement.

As for Tool Set Number 14, we hope it will serve as well in the hands of its new owner as it did in Mr. Hall's capable ones. --J. D. Stone

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## VORTAC GOES TO SEA

- John H. Driver

Region Two personnel from the Electronic Engineering Section assisted the National Aviation Facilities Experimental Center on a project to evaluate the feasibility of a VORTAC facility aboard a ship.

Electronic Engineer Raymond T. Seibert and Electronic Technician Sam E. Eppler were assigned to the Coast Guard Cutter "Androscoggin" on which a complete VORTAC facility was installed. The project began at Miami, Florida, and the "Androscoggin" sailed north along the Gulfstream to a point 250 miles southeast of Greenland known as "Checkpoint Charlie." Seibert and Eppler were in charge of the VORTAC facility and kept the equipment in operation, as required, en route to "Checkpoint Charlie."

Upon reaching "Charlie," the VORTAC was kept fully operational for three weeks and was evaluated by NAFEC aircraft plus overseas air carriers. Results of the evaluation are now being studied.

Life aboard the "Androscoggin" was rather routine during the

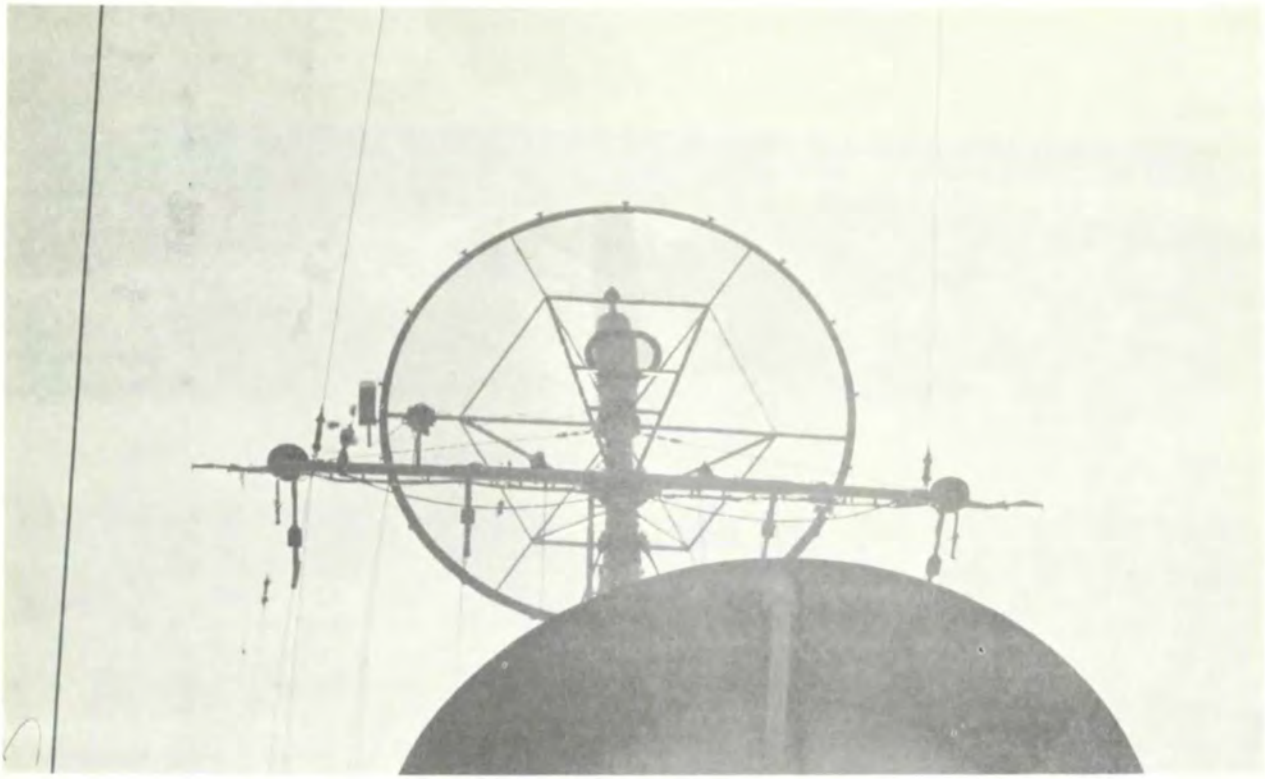
COAST GUARD CUTTER "ANDROSCOGGIN"

RAYMOND T. SEIBERT (left) - SAM E. EPPLER (right)

three weeks stay at "Charlie." The weather was dismal and cold. Floe ice and icebergs were plentiful in the area. One break in the routine occurred when an oil line burst in the quarters occupied by Seibert and Eppler. All their clothes and personal effects were saturated with oil and were ruined. The Coast Guard came to the rescue with clothes to complete the trip.

Five weeks after departing Miami, Seibert and Eppler set foot on land at Argentia, Newfoundland, and continued to Washington, D. C., via plane from Gander, Newfoundland. After a debriefing at Washington, they returned to Fort Worth, none the worse for North Atlantic duty.

(Additional photos on following page)



UNDER SIDE VIEW OF VOR ANTENNA AND COUNTERPOISE

EQUIPMENT INSTALLATION ABOARD COAST GUARD CUTTER "ANDROSCOGGIN"

## HOW TO SUBMIT A SUGGESTION

The other day we received a telephone call from an employee who wanted to know how to submit a suggestion. This made us think, "How many FAA employees do not know how to submit a suggestion?" We decided to write an article explaining how.

Basically there are only three steps in submitting a suggestion. These are (1) Think of a way to improve FAA; (2) Write your idea on a suggestion form, FAA-2333; and (3) Submit your suggestion through channels; or, if you wish, direct to the Incentive Awards Program Officer, SW-13B.

Let's take a closer look at these three steps. First, think of a way to improve your job or some other job. There are few things that cannot be improved. There are probably no jobs in FAA that are done perfectly. Can you think of a way to save money, increase production, or eliminate unnecessary work? Can you devise a new tool, a new method, or eliminate a safety hazard? Why not combine two operations into one, or suggest a way to get greater use from present materials and equipment? How about a way to improve morale or working conditions, to save space, or eliminate unnecessary paper work?

If you can think of a way to make any of these improvements, why not follow through with the second step and put those good ideas on a suggestion form? You may be given a cash award, as well as recognition and satisfaction for having improved FAA.

Every office should have a supply of Form FAA-2333. If you do not have any of the forms in your office or facility, ask your supervisor to requisition them through ordinary supply channels. In an emergency, write or call the Incentive Awards Program Officer, SW-13B, and we will send you some. Don't wait. Every month or two, someone submits an excellent suggestion which cannot be adopted because someone else has submitted the same idea a few weeks earlier.

The third step is to submit the suggestion through channels or direct to the Incentive Awards Program Officer. Detach the suggestion acknowledgement and forward it to the Incentive Awards Program Officer, SW-13B. Give the suggestion itself to your supervisor. When we receive the suggestion acknowledgement, we know your suggestion is on the way. If we do not receive it within a reasonable length of time, we will begin to trace it down.

Finally, you sit back and wait, and we will do the rest. Your suggestion will be fairly evaluated by qualified operational and staff personnel. If it is not adopted, you will receive a letter explaining why. If it is adopted, you will receive a cash award and a Certificate of Commendation.

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## DRIVERS' PERMITS

An increasing number of cases have been observed in the last several months in which employees continue to drive Government-owned vehicles when their State Driver's License has been revoked or suspended.

Regulations require that when an employee loses his State Driver's License, he report this to the Chief, Motor Fleet Management Section. Upon notice, that office will review the case and decide whether SF-46, "United States Government Motor Vehicle Operator's Identification Card" should

be revoked or suspended. Listed below are some of the causes for revocation or suspension of an employee's identification card:

1. Operating a vehicle while under the influence of alcohol or narcotics.
2. Leaving the scene of an accident without properly identifying himself.
3. Failure to meet required physical standards.
4. Revocation or suspension of the employee's State Driver's License.
5. Repeated traffic law violations.

If you lose your State Driver's License, the Chief of the Motor Fleet Management Section, SW-41E, should be advised immediately.

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SEPARATION OF PROBATIONARY EMPLOYEES

A recent change in Civil Service Regulations provides that a probationary employee whose performance or conduct is not satisfactory may be separated without undue formality. The new regulations require only that the written separation notice inform the employee of the Agency's conclusions as to the inadequacies of performance or conduct. Previously, rather specific and detailed reasons were necessary.

The first year of a career-conditional appointment is the probationary period. During this period separation is proper and desirable whenever the probationer's work performance or conduct fails to demonstrate his fitness or his qualifications for continued Federal employment. Such matters as lack of aptitude, uncooperativeness, undesirable attitudes, or conduct either during or outside official working hours should be considered.

A separation based in whole or in part on conditions arising before appointment requires an advance notice, reasons in detail, opportunity to answer, consideration of answer, and final notice. An example of this type of separation could be one involving an unadmitted arrest in the application for employment.

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A PRAYER

Lord, put my thoughts into a rocket ship
And lift them high above the common day.
May calumny be absent from my lip,
And charity walk with me all the way.
May mercy keep my tongue from criticizing;
May understanding make my comments just;
May I refrain from gossip and surmising
And grasp the friendly hand with love and trust.
Lord, fasten wings upon my aspirations,
And let me dwell upon the dazzling height,
Above the quarreling of men and nations,
For just one glimpse of heavenly delights.

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To personally acquaint himself with our FAA people in New Mexico and the facilities with which they work, Southwest Region Manager Archie W. League July 24-28 made a trip to almost every city in New Mexico where FAA people are stationed. Shown in the photograph above is the group that flew with the Regional Manager in N=25, an FAA aircraft. Left to right, Bruce Chambers, Public Affairs Officer, John Adams, Security Officer; Leland Hayden, Chief, Aviation Facilities Division; Archie League, Regional Manager; E.J. Anderson, Chief, Personnel and Training Division; Emmet Hess, Aircraft Management; John Gerell, FFCS-1.

After landing back in Fort Worth League commented, "We found the facilities in New Mexico generally quite efficient while certain quarters, such as the Albuquerque ARTC Center, are cramped. We were most impressed with the high-caliber of FAA people in the entire state. We are all most pleased to have the FAA functions in "The Land of Enchantment" administered from Fort Worth, and we look forward to years of pleasant association not only with our FAA people there, but with the citizens of New Mexico as well."

ON THE COVER

Rodney Jensen, a top New Mexico Boy Scout, positions a Cessna 210. Rodney, who made this colorful Indian costume, had his first flying lesson the day this photo was made and has his eye on an aviation merit badge. (Photo by Joe McDermott)

FAA Guard-Firemen Erman Wynn, Harbert Hall, and Willie Lowrey, stand ready to go on duty at the Regional Office before they were issued official uniforms.

As a part of an overall program to spark up security at Regional Headquarters and throughout the Region, our Guard-Firemen have now been issued official uniforms, as you can see below. The neat, new uniforms, which give the men a sparkling look of sharpness, consist of dark blue slacks, cap, and tie, complimented by a pale blue shirt. After a thorough course designed to make them expert in their use, our Guard-Firemen will be issued sidearms.

.Erman Winn bids "Good Afternoon" to ATD's Beth Gorman as she admires his new uniform.

Harbert Hall proudly raises the U.S. flag.

Willie Lowry turns a station key on his nightwatchman tour.

## LUMBERTON'S YOUNGEST AIRPLANE PILOT - BARBARA BURKHEAD

A Half-Gallon of Gasoline is all that her airplane holds.

Airport Runways are the extent of the Area which Barbara Covers.

She is Intensely Interested in Radio Conversation.

Lumberton's Municipal Airport is the home base of probably the youngest airplane owner in the United States.

While other children are playing with toy planes and thinking about the day when they can sit behind real controls, 8-year-old Barbara Burkhead gleefully taxis around the landing strips at the local airport in her own private ground plane.

The 12½-foot biplane was made by her father, Airport Manager Jim Burkhead, and it is powered by a 2-horsepower Briggs and Stratton engine. Burkhead says that the whole ship didn't cost but about $205.

Barbara, a student at Rowland-Norment School, makes the airport her hangout. During the time that she isn't listening to the airport radio, she is discussing omnirange radio with anyone whom she can get to listen.

"Naturally she doesn't have her pilot's license," says her father, "but she is exceptionally airminded, and running her own plane is her delight. The motor is small in horsepower so

Heading Out for a Ride, Barbara guides her craft along a taxi strip toward a longer runway.

Like All Good Pilots, she signs the pilot register when returning from a flight.

that it can't take off."

The ship is almost nine feet long, and is pulled by a propeller from a drone target plane. Ribs in the wings and fuselage were cut from plywood, and stringers are of cypress strips.

Covering the ship required yards of bed sheeting, finished with 10 coats of airplane dope and five coats of regular paint.

Barbara's father finished the job by making the cowl for the motor out of a large wash tub.

Controls inside the cockpit include throttle, choke, ignition switch, rudder pedals, and control stick.

This article taken from the Lumberton Robesonian, June 1, 1961, and photos are through the courtesy of Bill Norment, Lumberton, N. C.

## MAJOR MEDICAL (SUPPLEMENTAL) BENEFITS

The large number of inquiries received from employees indicate that they are unfamiliar with the major medical (supplemental) benefit provisions of their health benefit plans under the Federal Employees Health Benefits Program. This is understandable since few health insurance plans prior to the Federal Employees Health Benefits Program offer these benefits. This lack of understanding, however, may result in employees not claiming benefits to which they are entitled.

Under a majority of the Plans available under the Federal Employees Health Benefits Program, a subscriber is entitled to reimbursement from his plan (after the payment of a deductible by the subscriber) for usually 75 or 80 per cent of the costs incurred for such medical expenses for:

1. Visits to a physician's office.
2. Physician calls made to the home of the subscriber.
3. Prescription drugs and medicines used outside a hospital.
4. X-ray and diagnostic laboratory procedures in the outpatient department of hospitals or in a physician's office.
5. Blood and plasma.
6. Professional ambulance service.
7. Rental of durable medical and surgical equipment, such as iron lungs, hospital beds and wheel chairs at home.
8. Registered nurse (special nurse) in home or hospital.
9. Crutches, braces, artificial limbs and eyes when prescribed.
10. Services of a qualified professional physio-therapist outside of the hospital.
11. Inpatient and outpatient care for mental or nervous disorders or pulmonary tuberculosis.
12. Hospitalization primarily for diagnostic studies or tests or for physio-therapy.
13. Charges for consultants and surgeons in a hospital to the extent that they are not covered by Basic Benefits of the Service Benefit Plan.

Even though these charges may be for unrelated illnesses, they may all be combined and applied toward the deductible and claims made for reimbursement.

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## SUBMISSION OF CLAIMS FOR SUPPLEMENTAL BENEFITS UNDER SERVICE BENEFIT PLAN

Blue Cross-Blue Shield has informed us that all Blue Cross-Blue Shield Plans in Texas, Oklahoma, Arkansas, and Louisiana are going to start handling supplemental benefit claims locally instead of having the claims sent to Washington for processing. This change should expedite the settlement of claims for supplemental benefits.

As of April 1, 1961, the Plans in Louisiana and Oklahoma began processing claims for supplemental benefits. The addresses of these Plans are:

Louisiana Hospital Services, Inc.
2147 Government Street
Baton Rouge, Louisiana

Hospital Service Association
of New Orleans
1523 St. Charles Avenue
New Orleans 13, Louisiana
(for the following parishes:
Jefferson, Orleans, Plaquemines,
St. Bernard, and St. Charles)

Group Hospital Service, Inc.
1215 South Boulder
Tulsa 1, Oklahoma

Effective June 1, 1961, the Plans in Arkansas and Texas began processing claims for supplemental benefits. Their addresses are:

Arkansas Medical and Hospital
Service, Inc.
601 Gaines Street
Little Rock, Arkansas

Group Hospital Service, Inc.
Main at North Central Expressway
Dallas 22, Texas

If a supplemental benefit claim has already been filed with the Washington Office of Blue Cross-Blue Shield, the employee should continue to send all bills to that office until the completion of the claim. The changes shown above affect only new claims.

Once he files a supplemental benefit claim with a local Plan, an employee should continue to send his claims to that Plan. Should the employee have additional supplemental benefit claims for treatment outside the Plan's area, he will receive faster service if he submits the claim to the first local Plan to which he submitted a supplemental benefit claim, as that office will have the necessary information on him (e.g., satisfaction of the deductible). This will eliminate the delay that would ensue if one local Plan had to obtain the records from another local Plan.

Employees can get assistance in the submission of supplemental benefit claims from the offices listed in the brochure for the Service Benefit Plan.

## YOUR HEALTH BENEFITS PROGRAM

A number of employees have commented about the coverage provided by their health benefits plans, about the cost, and about the plan brochures. When discussing coverage and cost, some employees lose sight of certain important features of these health benefit plans. The Civil Service Commission has asked us to remind you of some of these important features.

First, we have been asked to remind you that this voluntary program offers you:

1. A chance to enroll in a group health benefits plan, with better protection than you can get as individuals.
2. Guaranteed protection which cannot be canceled by the plan.
3. Equal coverage for all eligible family members.
4. Pre-paid coverage without
   - medical examinations
   - waiting periods
   - restrictions because of age or physical condition.
5. A choice of plans and options, so that you can choose the kind and extent of coverage you want.
6. An opportunity to get "catastrophic" coverage to help you pay the expenses of serious illnesses or accidents.
7. A Government contribution toward the cost of your plan.
8. Easier payments, through regular payroll deductions.
9. Continued coverage after retirement for eligible retirees at the same cost as for active employees

and without reduction in benefits.

10. An opportunity to periodically change your type and kind of enrollment.

Many of these features were never available to Federal employees on either a group or individual basis before inception of this program.

Second, we have been asked to advise you that the function of a health benefit plan like many forms of insurance (e.g. fire, theft, auto) is not designed to pay every small expense that may be encountered. Instead, its primary function is to give protection against hospital and medical expenses that an employee could not meet himself without financial difficulty. When a health plan provides coverage for many small items, it must either increase its premiums or detract from its other benefits, and it would not accomplish its main purpose of protecting the employee at a reasonable cost against those expenses that he could not pay himself.

Third, the private consulting firm of Milliman and Robertson, Inc., Consulting Actuaries, reviewed the two Government-wide plans before contracts were signed and reported as follows:

"On the basis of our analysis of the benefits offered and the rates proposed therefor, we are of the opinion that these rates do 'reasonably and equitably reflect the cost of the benefits provided' and have been 'determined on a basis which is consistent with the lowest schedule of basic rates generally charged for new group health plans issued to large employers' by underwriters of indemnity and service benefit plans."

Fourth, we wish to remind employees that their plan brochure is their "policy" of health insurance. The brochures are designed to state in nontechnical language the benefits, limitations, and exclusions of the plans. Every possible effort was made to keep the wording of the brochures free from the legalistic language of health benefit contracts and give the employees material that can be readily understood.

Fifth, we wish to inform employees of the evaluation now being made of this entire program by the Civil Service Commission. In the course of this review, Federal employees throughout the country are being asked to give the Commission their advice and opinion on various aspects of this program. That information will be used during the contract renegotiations with the carriers for the contract period which begins November 1, 1961. Again, the benefits, costs, and plan brochures will be carefully scrutinized.

Finally, it has been suggested that we remind employees that this is their program. Its continued success depends in large measure on their cooperation as well as the cooperation of all persons responsible for administering this, the largest voluntary-contributory pre-paid health care program in the world.

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## BUDGET DIVISION

An error was made in the last SCANNER publication stating that our Division Chief, Mr. Linne' Ahlberg was from the Division of Personnel Management, U. S. Forest Service.

Mr. Ahlberg was formerly Budget Officer for the Forest Service in the Department of Agriculture in Washington, D.C.

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Henry Stewart, one of our Budget Analysts, has just returned from an eight day holiday in Denver, Colorado (at the horse races and dog races naturally). He is still counting his money....

There was a vacant desk in our office during the latter part of July; that belonging to Tommy Milburn. Tommy, who is a Captain in the Air Force Reserve, received a telephone call one afternoon and was told to report to duty the following morning at Shaw AFB, South Carolina, for a special active duty tour. After two weeks duty, he has returned for a few days and is scheduled for a regular summer encampment August 6 - 20.

Elmer Watkins will be leaving shortly to enjoy a vacation in the Colorado Rockies. Last year Elmer had quite an exciting time hunting elk but this year he has decided that trout fishing and "seeing the sites" will be equally enjoyable.

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C O V E R P O R T R A I T
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LINNE' AHLBERG, CHIEF, BUDGET DIVISION
FAA Southwest Region, Fort Worth, Texas

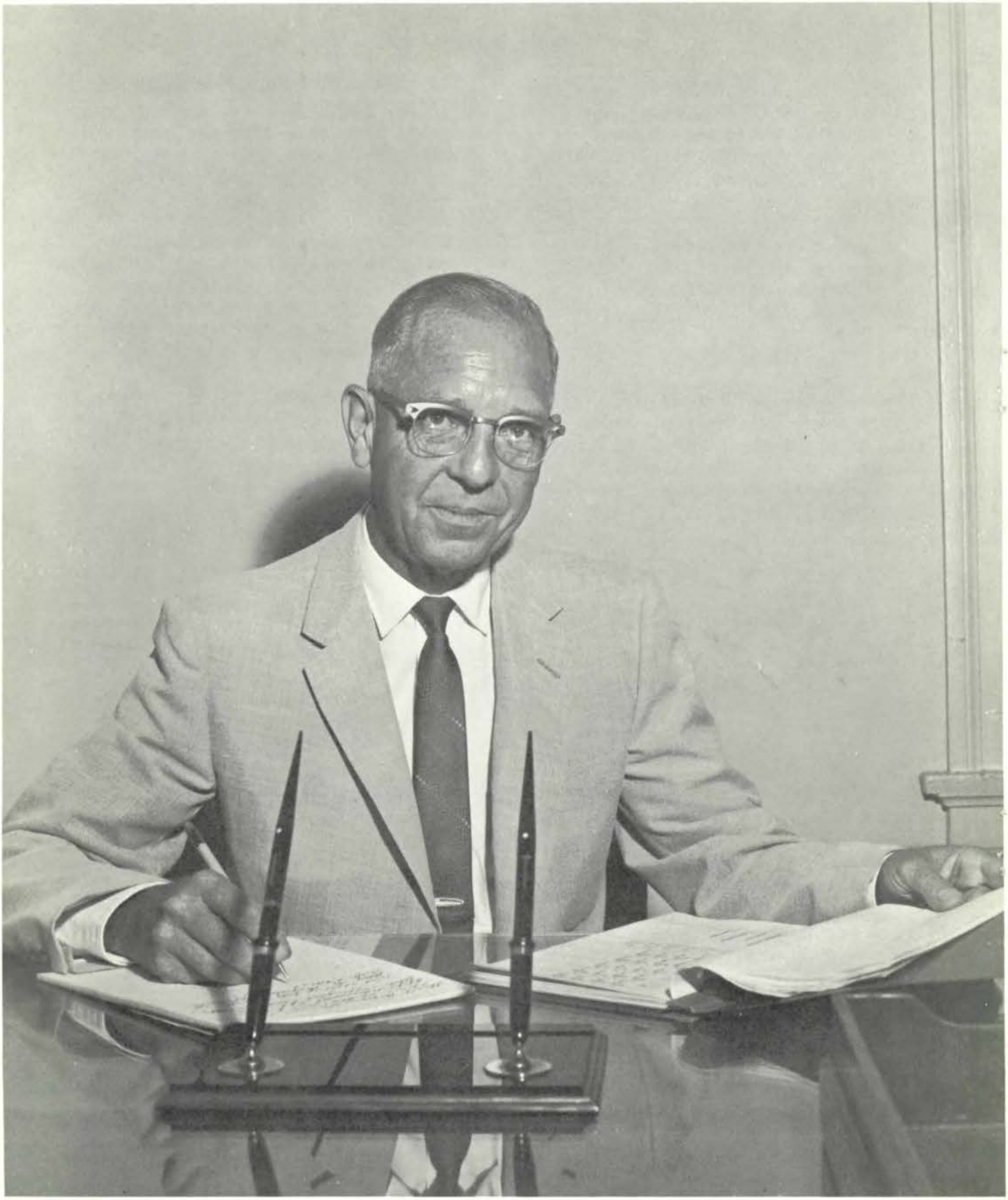
Linne' Ahlberg was recently appointed Chief of the Budget Division for the Southwest Region.

Ahlberg transferred from the Forest Service, U. S. Department of Agriculture, Washington, D. C., where he had been the Budget Officer for the Forest Service since 1952. He has had long experience with the Forest Service, where he spent his entire career prior to joining FAA. Before his Washington assignment, he held successively responsible posts in administrative and budgetary work in the California region of the Forest Service and finally as the Regional Budget Officer.

Ahlberg was awarded a Department of Agriculture Superior Service Award in 1959 "for exceptional initiative, competence, knowledge of financial programs, and sustained outstanding level of work performance."

Ahlberg, 52, is a native of Minnesota, but was reared in California. He is married to the former Inez Bales. They have two teen-aged daughters and will reside in North Richland Hills, where a home was recently purchased.

His unique first name, Linne', (pronounced Lin-nay) derives from the Swedish flower, Linnea, originated by the famous Swedish naturalist Karl von Linne'.



LINNE' AHLBERG
CHIEF, BUGET DIVISION